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SUPPLEMENT TO
REPORT NO.

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1. The former name of the shipyard was Santierul Naval Dinamica. Consequent to the nationalization decree of 11 June 1948, the name was changed to Santierul Naval Dinamica, Societate Nationalizata, Turnu Severin (Dinamica Shipyard, Nationalized Company, Turnu Severin). Construction of the shipyard was begun by a German-Rumanian corporation during 1940-1941, being completed in 1943. The German shareholders withdrew and, as a result, it became the property of a purely Rumanian corporation. The chief shareholders were one Adrian Dumitrescu and Colonel (retired) Micu, both of Bucharest. During World War II, the shipyard was not bombed nor did it sustain any war damage. The shipyard is now under the jurisdiction of the chemical and metal working industries.

2. Prior to nationalization the general management of the corporation was in Bucharest. The general manager was Adrian Dumitrescu. Only the technical management of the yard was located in Turnu Severin. After nationalization, the general management office was abolished, only the management of the shipyard proper remaining. This new management consisted of the following members:

- a. Technical manager: Georgescu, a one-time fitter

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the management is actually in the hands of the engineers, as before. Prior to nationalization, Engineer Vasiliu who, for the time being, works as a simple engineer in the shipyard, was managing engineer.

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- b. Administrative manager: One Joji (probably a Communist Party cover name), a former joiner [redacted]

	Previous to nationalization, the administrative
manager of the yard was	the second shareholder. Colonel Micu.

- c. The controller, a representative of the Ministry of Interior: One Florida, an ex-naval sergeant

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- d. Technical and designing office: Head - Chief Engineer Tancu, [redacted] formerly manager of the yard. An expert. he is also in charge of the designing office. 50X1-HUM
3. As the shipyard works for the Soviet Union on reparations accounts, there is a Soviet control commission at the yard consisting of a lieutenant commander and three civilians. The control commission has its headquarters in Turnu Severin at the seat of SQDP, the Soviet Shipping Company. This commission controls the production and takes over the ships after they have been launched.
4. As of late August 1948, the yard employed from 1,200 to 1,300 workmen. They were divided into the following categories:
- a. Boatbuilding : About 400 workmen
 - b. Mechanical workshop : About 100 workmen
 - c. Carpentry : About 60 workmen
 - d. Forge : About 30 workmen
 - e. Concrete building : About 200 workmen
 - f. Wood building : About 100 workmen
 - g. In various offices (engineers, permanent employees, inspectors, clerical employees and charwomen) : About 120 persons
 - h. Porters, bricklayers, gardeners, watchmen : About 250 persons
 - i. In addition there were sent daily from the Turnu Severin prison 120 convicts who were employed as porters.
- By far the greatest number of workers were Rumanian citizens. In addition, there is a very small number of Transylvanian Germans and about 50 to 60 Turks from the nearby Danube island of Ada Kaleh. Approximately 300 workmen are juveniles, of from 14 to 20 years of age, most of whom are employed as apprentices.
5. The shipyard is located on the left bank of the Danube River, about two kilometers west of the town of Turnu Severin in the direction of the village of Schela. The site of the shipyard is rectangular, 800 meters long (parallel with the Danube River) and about 500 meters wide. It is located between the Danube on one side, and the railroad line and road to Turnu Severin-Orsova on the other. About one kilometer northwest of the premises of the yard is the Turnu Severin airfield, near which, about one and one-half kilometers northwest of the premises of the shipyard, are the barracks of the Rumanian 14 Artillery Regiment (formerly the barracks of 96 Infantry Regiment). The premises of the shipyard can be made out easily from the air because of their large workshops.
6. Along the northern edge of the premises of the shipyard both the railroad line and the highway between Orsova and Turnu Severin run in an east-west direction. The yard has private railroad sidings. One hundred meters north of the railroad line the concrete Timisoara-Orsova-Turnu Severin State highway passes. From it a metalled approach road branches off at right angles and passes through the yard to a point almost as far as the bank of the Danube River.
7. In the morning, until noon, the shipyard uses the electric current generated in Turnu Severin. This current is provided the yard by an

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overhead line which runs along the railroad line from Turnu Severin to the village of Schela and branches off at the main gate to the shipyard. From noon until 4 p.m. the yard uses the current produced by its own power station. As the yard's own electric capacity is insufficient, a new power station was built in the summer of 1948, for which the required Diesel engines were already available. This new electric power station is presumably working now.

8. Timber is supplied to the yard by various sawmills of the country, especially from the region of Filiasi. Metal goods are obtained as semi-finished products almost exclusively from the Resita Works.
9. Serious production difficulties ensue because of the lack of a sufficient number of modern machines. Many machines are too old, of insufficient power and, in many cases, worn out and need major repairs. The greatest difficulties arise in the manufacture and fitting of the bearings for the large screw shafts of the ships. In order to overcome these difficulties, a master mechanic of the German ethnic group was engaged from the Orsova shipyard as an expert, in the summer of 1948. He was once an engineer aboard a Rumanian river steamer.
10. Up until 1945, the shipyard only repaired Danube barges and river ships. In 1945, a damaged river monitor which had been captured from the Germans was repaired, as well as other vessels. Since 1945, the shipyard has done repair work for the SRT Company (which holds the monopoly on Rumanian river navigation) and also for the SGDP, the Soviet River Navigation Company. Since 1945, the yard has been engaged in building chiefly new ships, to wit, modern tow barges and fishing vessels. The building program for 1947-1948 provided for the construction of seven river tow barges of 1,000 tons each, which were delivered to the Soviet Union. In addition, ten fishing vessels were built by December 1948. These boats are 25 meters long, six meters broad and six meters high. A cross section of these vessels shows them to have been built in the shape of a curved "V". In the opinion of specialist workers and sailors these vessels are not fishing vessels but mine sweepers. The propellers are cast in the large concrete building. The hub of the propellers is 30 centimeters in diameter, and each of the three blades is 40 centimeters long. The shipyard also builds life boats.
11. The entire production of the Dinamica yard is destined for the Soviet Union. The orders are placed by the Soviets through the Rumanian Ministry of the Interior. After acceptance by the Soviet Control Commission the vessels go down the Danube River to the Soviet Union.
12. Reportedly, it will be easy to convert the yard to the construction of small war vessels, for instance E-boats, and to the repair of river-going war vessels. An increase of production by about 50 percent will be possible if the yard is equipped with a sufficient number of modern machines.
13. Working hours in the yard are from 7 a.m. to 4 p.m., with a lunch hour from noon to 1 p.m. There is no night work. Work is paid by the piece according to the output rates fixed by the control office of the Ministry of the Interior.
14. The shipyard is guarded by 40 watchmen belonging to the yard; each watch group consists of ten watchmen who are on duty for eight hours. They carry no firearms. There is no military guard detail in the yard proper, but the bank of the Danube River is permanently patrolled by the frontier guard.

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15. Sixty percent of the machines are of American origin, 20 percent each of French and German make. The oldest machines were built in 1909, 50X1-HUM while the most up-to-date machines are German made, built in 1938.

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